

FINANCIAL NEWS AND COMMENT

Markets Here and Abroad Less Apprehensive About the Balkan Matter.

GENERAL RISE IN PRICES

Exceptional Strength in Some
Standard Shares—Surplus
Bank Reserve Smaller.

Yesterday's news failed to confirm the alarming rumors of the day before regarding the Balkan difficulty, which were current both on this side and in London. There was no invasion of Turkish territory by Bulgarian or Serbian troops and no recall of Ministers. It may perhaps be realized by newspaper readers sooner or later that there is a certain news agency in Constantinople famous for its sending of sensational and false despatches. This agency has been responsible for many alarming stories afterward discovered to be pure fictions that have been sent out in the course of the war between Turkey and Italy, and it is apparent that the concern in question is still actively at work.

At all events, the disposition in financial circles was to take a more hopeful view of the Balkan trouble and the result was a rise in prices in all directions. Here the feature of business was not only the recovery of stocks having an international market, but in other shares which, though entirely of the standard order, are all dealt in only in this country. Prominent among these was Lehigh Valley Railroad, and the specific reason for the advance here was presumably the dispersal of knowledge as to the large earnings, which it is now making. There was also conspicuous strength in Consolidated Gas, St. Paul common and many of the leading issues, and the favorable impression made by this was not at all diminished by the fact that conservative people looked askance upon the rise of such stock as California Petroleum, which was introduced to dealings on the exchange yesterday for the first time.

The Financial Chronicle's compilation of bank clearances in leading cities throughout the country for the week ended October 5 exhibited an increase of 23.2 per cent. over the corresponding period of 1911. The Great Northern reported a net increase of \$208,000 for August and the fortnightly statement as to idle cars showed a net shortage in cars of 17,790 against 8,820 last week. The shortage is now the largest seen at any time in recent years. The weekly bank statement was at variance with Friday's estimate in that it showed a decrease in surplus reserves.

The matter most talked about in the financial district last week was the Balkan war scare, although no one on this side of the Atlantic was scared about it at all. Really the only remarkable feature of the affair was the ease with which our market absorbed the selling of stocks for the account of London and the European Continent. A rider and broader market developed than most people had supposed existed.

As the week ended there seemed to be great doubt in all the world's financial capitals whether the Balkan States, *Ασπρηνισ, Ισπυρην, Αρμεν, Αρμεν, Αρμεν* or not. Probably the next few days will decide this question, but even if the decision is in favor of war the trouble can hardly be regarded as coming from our own point of view or to be little more than the Turco-Grecian war of a few years ago or the Turco-Italian war that is just on the point of ending.

The pause that the affair necessitated in the advance of our own stock market has doubtless been for good and it has caused the needed amount of realizing sales at the right time. Meantime nothing has been so great as the desire of our market to advance. The United States Steel common shares, in which the rising movement has lately been most lively, were held last week within certain limits, but it was obvious that somebody was very anxious to buy St. Paul, Lehigh Valley and Reading and not a few other stocks and the general confidence of the market was not only firm but resilient.

Financial occurrences during the week outside of the Balkan war cloud were neither numerous nor sensational, but they were all on the constructive side of values. Allusion has already been made to the improvement in business as attested by the increase in bank clearances. One result of the great railways systems after another came to hand with a showing of large increases in gross and net earnings for the month of August and the tale from every side was of the greater breadth and sweep to the movement of national prosperity. In the iron and steel trade the price of the basic commodity, pig iron, continues its advance. No attention is being paid to politics and general confidence in the soundness of the present business development is unmistakably growing.

The money situation has become easier both as regards call and time money rates, and there is at least a temporary lull in the movement of money away from the great financial centres to the West. From now on the cotton crop moving may be expected to increase, and this will call for some financial assistance, but the banks in the South appear to be particularly well fortified with funds at the present time and their reasonable demands upon the New York banks for money will probably be less than they were last year.

Meantime it appears from the Government reports that the condition of the cotton crop, which almost invariably suffers a good deal of deterioration during the period from August 25 to September 25, this year suffered less deterioration than it has in the corresponding period in the last three years. The amount of cotton turned out from the gins up to September 5 is also much larger than has been looked for. Therefore estimates of the cotton crop have been considerably raised. The state of labor in the country too appears to be in good shape.

Both sides to the arbitration proceedings now going on between the railway engineers and their employers in the matter of the arbitration for higher wages seem to await the result of the arbitration with equanimity. It is said that the decision in the matter will not be rendered until after the Presidential election.

The Wall Street edition of THE EVENING SUN contains all the latest news and the stock and bond quotations to the close of the market. It is published in the night and is the only one of its kind in the city.

NEW YORK STOCK EXCHANGE PRICES.

Railroad and Other Shares.

SATURDAY, OCTOBER 5, 1912.

Closing Bid. Asked	Sales	Open. High. Low. Last. Net Change.
100 Allis-Chalmers 1st paid.	73 1/4	74 1/4 73 1/4 73 1/4 + 1/4
300 Am Beet Sugar.	92 1/2	93 1/2 92 1/2 92 1/2 + 1/2
6500 Amal Copper.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
3000 Am Can.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 Am Car & F.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 Am Col Oil.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
50 Am Cot Oil pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
200 Am Ice.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1400 Am Malt.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1200 Am Malt pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
3200 Am Smelting.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1100 Am Steel Fdy.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1400 Am Sugar.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
300 Am Tel & Tel.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 Am Tobacco.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 Am Woolen pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
3600 Anaconda.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1100 Arch. Top & S. F.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 Baldwin Loco.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1300 B & O.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
55 Can. Pac. Comm.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
700 Bethlehem Steel.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
200 Bethlehem Steel pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 B F Goodrich.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
600 Bklyn Rap Tran.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 Bklyn Un Gas.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
54200 California Pet.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
5000 California Pet pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
4100 Can Pacific.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
500 Can Leather.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
500 Can R R of N. J.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
2400 C & A.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 Chi & Alton.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
700 Chi & Northwest.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
8500 C. M. & St. P.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
12000 Chino Copper.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
10000 Col. Ore.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
6700 Con Gas.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
300 Corn Products.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 Corn Products pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
200 Dury & R G pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
12500 Distillers Sec.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 Dul. S. S. & A.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Erie.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
200 Erie 1st pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1100 Erie 2d pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
200 F W Woolworth pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
100 Gen Motor pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
2700 Gt Nor pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
2500 Gt Nor 1st pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 2d pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 3d pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 4th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 5th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 6th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 7th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 8th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 9th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 10th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 11th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 12th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 13th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 14th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 15th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 16th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 17th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 18th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 19th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 20th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 21st pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 22nd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 23rd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 24th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 25th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 26th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 27th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 28th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 29th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 30th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 31st pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 32nd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 33rd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 34th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 35th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 36th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 37th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 38th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 39th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 40th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 41st pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 42nd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 43rd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 44th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 45th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 46th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 47th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 48th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 49th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 50th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 51st pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 52nd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 53rd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 54th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 55th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 56th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 57th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 58th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 59th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 60th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 61st pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 62nd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 63rd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 64th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 65th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 66th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 67th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 68th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 69th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 70th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 71st pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 72nd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 73rd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 74th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 75th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 76th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 77th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 78th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 79th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 80th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 81st pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 82nd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 83rd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 84th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 85th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 86th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 87th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 88th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 89th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 90th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 91st pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 92nd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 93rd pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 94th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 95th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 96th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 97th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 98th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 99th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2
1000 Gt Nor 100th pf.	123 1/2	124 1/2 123 1/2 123 1/2 + 1/2

BID AND ASKED PRICES.

BID AND ASKED PRICES.			
Closing prices of stocks in which there were no transactions yesterday:			
Bid.	Asked.	Bid.	Asked.
Adams Exp. 137	200	Chgo & N. Y. 6	9
Allis-Chalm. 133 1/2	141 1/2	CNN&N. 51 1/4	60
Am & W. 200	200	Colo & S. 10	10
Am Beet Sugar 92 1/2	93 1/2	Colo & S. 10	10
Am Can. 123 1/2	124 1/2	Colo & S. 10	10
Am Car & F. 123 1/2	124 1/2	Colo & S. 10	10
Am Col Oil 123 1/2	124 1/2	Colo & S. 10	10
Am Cot Oil pf. 123 1/2	124 1/2	Colo & S. 10	10
Am Ice 123 1/2	124 1/2	Colo & S. 10	10
Am Malt 123 1/2	124 1/2	Colo & S. 10	10
Am Malt pf. 123 1/2	124 1/2	Colo & S. 10	10
Am Smelting 123 1/2	124 1/2	Colo & S. 10	10
Am Steel Fdy. 123 1/2	124 1/2	Colo & S. 10	10
Am Sugar 123 1/2	124 1/2	Colo & S. 10	10
Am Tel & Tel. 123 1/2	124 1/2	Colo & S. 10	10
Am Tobacco 123 1/2	124 1/2	Colo & S. 10	10
Am. Can. 123 1/2	124 1/2	Colo & S. 10	10
Am. Car & F. 123 1/2	124 1/2	Colo & S. 10	10
Am. Col Oil 123 1/2	124 1/2	Colo & S. 10	10
Am. Cot Oil pf. 123 1/2	124 1/2	Colo & S. 10	10
Am. Ice 123 1/2	124 1/2	Colo & S. 10	10
Am. Malt 123 1/2	124 1/2	Colo & S. 10	10
Am. Malt pf. 123 1/2	124 1/2	Colo & S. 10	10
Am. Smelting 123 1/2	124 1/2	Colo & S. 10	10
Am. Steel Fdy. 123 1/2	124 1/2	Colo & S. 10	10
Am. Sugar 123 1/2	124 1/2	Colo & S. 10	10
Am. Tel & Tel. 123 1/2	124 1/2	Colo & S. 10	10
Am. Tobacco 123 1/2	124 1/2	Colo & S. 10	10
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Am. Sugar 123 1/2	124 1/2	Colo & S. 10	10
Am. Tel & Tel. 123 1/2	124 1/2	Colo & S. 10	10
Am. Tobacco 123 1/2	124 1/2	Colo & S. 10	10
Am. Can. 123 1/2	124 1/2	Colo & S. 10	10
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Am. Malt pf. 123 1/2	124 1/2	Colo & S. 10	10
Am. Smelting 123 1/2	124 1/2	Colo & S. 10	10
Am. Steel Fdy. 123 1/2	124 1/2	Colo & S. 10	10
Am. Sugar 123 1/2	124 1/2	Colo & S. 10	10
Am. Tel & Tel. 123 1/2	124 1/2	Colo & S. 10	10
Am. Tobacco 123 1/2	124 1/2	Colo & S. 10	10
Am. Can. 123 1/2	124 1/2	Colo & S. 10	10
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Am. Cot Oil pf. 123 1/2	124 1/2	Colo & S. 10	10
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Am. Malt pf. 123 1/2	124 1/2	Colo & S. 10	10
Am. Smelting 123 1/2	124 1/2	Colo & S. 10	10
Am. Steel Fdy. 123 1/2	124 1/2	Colo & S. 10	10
Am. Sugar 123 1/2	124 1/2	Colo & S. 10	10
Am. Tel & Tel. 123 1/2	124 1/2	Colo & S. 10	10
Am. Tobacco 123 1/2	124 1/2	Colo & S. 10	10
Am. Can. 123 1/2	124 1/2	Colo & S. 10	10
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Am. Col Oil 123 1/2	124 1/2	Colo & S. 10	10
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Am. Ice 123 1/2	124 1/2	Colo & S. 10	10
Am. Malt 123 1/2	124 1/2	Colo & S. 10	10
Am. Malt pf. 123 1/2	124 1/2	Colo & S. 10	10
Am. Smelting 123 1/2	124 1/2	Colo & S. 10	10
Am. Steel Fdy. 123 1/2	124 1/2	Colo & S. 10	10
Am. Sugar 123 1/2	124 1/2	Colo & S. 10	10
Am. Tel & Tel. 123 1/2	124 1/2	Colo & S. 10	10
Am. Tobacco 123 1/2	124 1/2	Colo & S. 10	10
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Am. Cot Oil pf. 123 1/2	124 1/2	Colo & S. 10	10
Am. Ice 123 1/2	124 1/2	Colo & S. 10	10
Am. Malt 123 1/2	124 1/2	Colo & S. 10	10
Am. Malt pf. 123 1/2	124 1/2	Colo & S. 10	10
Am. Smelting 123 1/2	124 1/2	Colo & S. 10	10
Am. Steel Fdy. 123 1/2	124 1/2	Colo & S. 10	10
Am. Sugar 123 1/2	124 1/2	Colo & S. 10	10
Am. Tel & Tel. 123 1/2	124 1/2	Colo & S. 10	10
Am. Tobacco 123 1/2	124 1/2	Colo & S. 10	10
Am. Can. 123 1/2	124 1/2	Colo & S. 10	10
Am. Car & F. 123 1/2	124 1/2	Colo & S. 10	10
Am. Col Oil 123 1/2	124 1/2	Colo & S. 10	10
Am. Cot Oil pf. 123 1/2	124 1/2	Colo & S. 10	10
Am. Ice 123 1/2	124 1/2	Colo & S. 10	10
Am. Malt 123 1/2	124 1/2	Colo & S. 10	10
Am. Malt pf. 123 1/2	124 1/2	Colo & S. 10	10
Am. Smelting 123 1/2	124 1/2	Colo & S. 10	10
Am. Steel Fdy. 123 1/2	124 1/2	Colo & S. 10	10
Am. Sugar 123 1/2	124 1/2	Colo & S. 10	10
Am. Tel & Tel. 123 1/2	124 1/2	Colo & S. 10	10
Am. Tobacco 123 1/2	124 1/2	Colo & S. 10	10
Am. Can. 123 1/2	124 1/2	Colo & S. 10	10
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Am. Malt pf. 123 1/2	124 1/2	Colo & S. 10	10
Am. Smelting 123 1/2	124 1/2	Colo & S. 10	10
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Am. Steel Fdy. 123 1/2	124 1/2	Colo & S. 10	10
Am. Sugar 123 1/2	124 1/2	Colo & S. 10	10
Am. Tel & Tel. 123 1/2	124 1/2	Colo & S. 10	10
Am. Tobacco 123 1/2	124 1/2	Colo & S. 10	10
Am. Can. 123 1/2	1		